



CALIFORNIA WING CIVIL AIR PATROL QUARTERLY SAFETY BULLETIN



THIRD QUARTER 2012

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A SAFETY MINDSET

In last quarter's Bulletin I introduced the topic of "Culture of Safety" as a set of values and a system of trust between leadership and those in the trenches. I also mentioned how important such a culture is to California Wing and to the rest of CAP as a tool to maximize our mishap prevention effectiveness.

Continuing the topic, there are considered to be five **elements** of such a culture. These are:

1. **Reporting** (workforce willingly reports errors/deficiencies)
2. **Just** (atmosphere of trust encourages people to provide essential safety info)
3. **Informed** (there is current knowledge about human, technical, organizational and environmental factors)
4. **Learning** (people reach correct conclusions from safety information)
5. **Flexible** (people adapt effectively to the demands of technical problems and adaptive challenges)

Sound good? Creating and maintaining such a culture requires deep commitment from the managers and those they manage. More on making it happen in next quarter's Safety Bulletin

Please keep Safety in mind at all times.

Mike Watkins, Lt. Col. CAP
CAWG SE

MISHAP REPORTING ISSUES – intro to the new SAFETY MANAGEMENT SYSTEM (SMS)

June 4th saw the implementation of National's new Safety Management System (SMS) which takes the place of the previous Form 78 and Form 79 mishap management process. It is accessed through eServices and is prominently posted to the list of applications on the left side of the screen. Like any new computer system it has experienced a few "growing pains" that have caused some phone calls between California Wing, Region Safety staff, and National. Many fixes have been implemented but the system continues to mature. The purpose of this article is to acquaint you with a couple of key new features you need to be initially familiar with. (NOTE: One thing that has not changed is the requirement to make the telephone notification required by CAWG's Regulation 62-2 supplement prior to going into SMS.)

First, a set of Powerpoint slides is available within SMS to quickly give you an overview of all the input screens. There are five sets of slides provided but most members only need the first three. You can find them in two places. After entering SMS, look at the bottom of the left side of the main menu screen. You will see "Documentation" and "Tutorials". Clicking on "Tutorials" takes you to the five sets of slides. The sets average about a dozen slides each so the three sets you need to view will probably only take you about thirty minutes total. The second place you find the same sets of slides is after you click on "Online Safety Education" on the SMS main menu. There will be a quiz at the end of each set and a score of 80% is required. SMS is available to every member for Mishap reporting so



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make it your business to view those three slide sets at your earliest convenience. An added benefit of viewing these slide sets is that passing the quiz at the end of each one counts as a monthly safety briefing. That will make you safety current until the last day of the following month even if you miss a briefing at your Unit. Viewing these slides is really important, folks. Use of the system by members who have not seen the slides has resulted in problems related to missing vital input to the system and yet more phone calls.

Key feature number two is the "File New Mishap" application. A subtle trap awaits the new user at the bottom of the new screen. There, the member inputting a new mishap will see two buttons. The one on the left bottom of the screen says "Submit and Continue Input". **THAT'S THE ONE YOU WILL USE 99 TIMES OUT OF 100, FOLKS.** (There are several more screens to fill out before you are done.) As long as you hit "Submit and Continue" the system will take you through the rest of the process. BUT if you hit the button on the bottom right of the screen that only says "Submit" the System will stop there and you will miss several screens of vital input. So why is the "Submit" button there, you ask? Here's why. In rare instances the mishap may be severe enough that you will want to start the Email notification process after input of only the first screen. If so, just remember there are several more screens required and you will have to access them manually. How? **VIEW THE SLIDES!**

Lastly, the third key feature I want you to remember is concerning the "additional screens" I mention earlier. Depending on the kind of mishap you begin on the first screen

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(Vehicle, Aircraft, Personal Injury, etc.) the system will generate a custom set of additional screens for your input. These additional screens are accessed through "tabs" you see in a row along the top of the screen. You have to at least visit each of these screens even if you enter no data. And, don't forget to open the "Submit/Email" screen and close out the new mishap there. You know what Yogi Berra said about when things are done!

For additional information, **VIEW THE SLIDES.** For help, don't hesitate to contact your Group SE.

Lt. Col. Mike Watkins

Was that there BEFORE we flew?

By Lt. Col. Brett Dolnick, CAWG Deputy SE

The day after some enjoyable proficiency flying, you get a call from a pilot asking if you had noticed...(fill in the blank). Prop scratches, broken static wick, flat spot on the tire, dent in the wingtip, whatever. What's your first thought? "I'm sure it wasn't there when I finished because I do a great preflight and I know I didn't do it". But, when the investigation starts, it turns out you were, in fact, the last pilot to fly the plane.

Hmmm, how could that be? You know you didn't cause the issue. You're a very cautious pilot, right? So, how did it get there? Did you really do it or did you miss it on the preflight? Did you do a postflight inspection? Were you distracted when you did them? Pressed for time?

You're an instructor and your "student" (who is a Private or Commercial Pilot) did the preflight. You don't need to do your own right? Maybe check oil and fuel, but a full preflight? At a recent CFI Refresher Clinic, this question was asked and only about 15% of Instructors said they do a preflight



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with, or in addition to, a non-primary student's preflight.

Let's first discuss the preflight inspection. It's better to be on the ground wishing you were in the air than in the air wishing you were on the ground. Your best defense against an in-flight emergency is a good preflight and run-up. But, what do you look at? You have your own flow? Great! Do you back it up with the checklist? Do you have additional things that aren't on the checklist? Here are some I've included that aren't on the checklist and why:

Empennage – look under the belly just inside the wheel struts for leaks. The hydraulic lines for the brakes run through there.

Wings – Flaps – look for smoothness, elongation, lubrication, wear, and cracks both in the tracks as well as the roller and bracket. If one of these breaks, you could wind up with asymmetric flap extension and a very difficult plane to control. Also check the pushrod for looseness and movement. It should not have movement lengthwise, but should move freely around the ball joint.

Wings – Ailerons – check for counterweights. You do know how many there are supposed to be, right? Missing counterweights will be easy to see because the spot it used to be in will be clean. Missing counterweights can lead to flutter and separation of the control surface. Not fun, right? Again, check the pushrod similar to the flaps. Check the aileron hinges for cotter pins.

Horizontal stabilizer, elevator, rudder – check for counterweights, all nuts and the cotter pin in the castle nut on the trim tab. If cables are used (C172), check the cables where they connect for fraying and amount of play.

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Grounding straps – ailerons, rudder, and elevators should all have a connected grounding strap.

Tires – pull the aircraft forward and watch all the tires to ensure there are no bald spots. You'll also find any brake binding when you do this.

Propeller – check both front and back and both the leading and trailing edge, not only for nicks, cracks & ground tips, but also for any new oil on the prop.

How about post-flight? Do you do a good post-flight inspection? If not, you really won't know if that anomaly wasn't there when you left the plane. Just as a good preflight protects you from going into the air with something that could cause an unairworthy situation, **a good post-flight protects you and the next pilot.** You know things were in good condition when you left the plane and if there is an anomaly, you can report it and have it fixed prior to the next pilot going out.

Let's protect ourselves, our crew, our assets, and our fellow pilots and members by being thorough. Use the checklist and do a good pre and post-flight, and think about what else you add that we could all learn from. If you do something in addition to my list, please let us hear about it! Send it to me and I'll compile a list and send it out.

Lt. Col. Brett Dolnick

RECENT MISHAPS (April – June)

- Bad magneto check – grounded the aircraft
- Large flat spot on tire noted during postflight
- Engine running intermittently rough – RTB
- Cadet tripped and fell, spraining wrist
- Cadet bitten by dog during law enforcement demonstration
- High EGT temp on Cyl #5. RTB. Clogged fuel injector port
- Bird strike – leading edge of wing, at Imperial
- Bird strike – vertical stabilizer – bent rotating beacon, near Sacramento